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SUPPLEMENT No. 1—1954

RELATING TO THE

Mediterranean Pilot

VOL. II

WILSON  
ANNEX

EIGHTH EDITION, 1952

CORRECTED TO 15th FEBRUARY, 1954

Whenever reference is made to the Pilot,  
this Supplement must be consulted

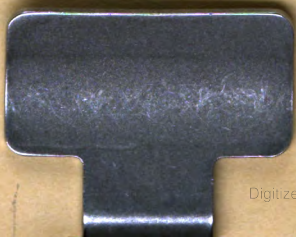
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LONDON  
PUBLISHED by the HYDROGRAPHIC DEPARTMENT, ADMIRALTY

To be obtained from the  
Agents for the Sale of Admiralty Charts

1954

*Gratis to purchasers of Mediterranean Pilot, Vol. II*



## ADVERTISEMENT TO SUPPLEMENT No. 1

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This Supplement has been compiled by Commander H. V. Silk, R.N., from information received in the Hydrographic Department of the Admiralty, relating to the Mediterranean Pilot, Vol. II, Eighth Edition, since its publication in 1952.

It should be retained intact for reference; its existence is to be noted on the tabular form inside the cover of the Pilot.

**Whenever reference is made to the Pilot, the Supplement must be consulted.**

All information affecting the Mediterranean Pilot, Vol. II, 1952, contained in Notices to Mariners, up to and including No. 395 of 1954, has been embodied in this Supplement; for temporary and preliminary Notices to Mariners affecting this edition, the list of temporary and preliminary Notices to Mariners in force, published monthly in the weekly complete edition of the Admiralty Notices to Mariners, should be consulted.

A. DAY,  
*Vice-Admiral,*  
*Hydrographer of the Navy.*

*Hydrographic Department,*  
*Admiralty, London,*  
*15th February, 1954.*

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1562983

*relating to the*

# Mediterranean Pilot

## VOL. II

EIGHTH EDITION, 1952

(Corrected to 15th February, 1954)

**Front fly-leaf.**—Below “No. 18” insert:—

**No. 19 THE INTERNATIONAL HYDROGRAPHIC BUREAU.**

**Page xvii.**—Above the heading insert:—

### LAWS AND REGULATIONS APPERTAINING TO NAVIGATION.

*While, in the interests of the safety of shipping, the Admiralty make every endeavour to include in their hydrographic publications details of the laws and regulations of all countries appertaining to navigation, it must be clearly understood:—*

- (a) *that no liability whatever can be accepted for failure to publish details of any particular law or regulation, and*
- (b) *that publication of the details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the international validity of the law or regulation.*

**Page xviii.**—Line 14: *Delete and substitute:—*

“(ii) Prior to 1954, when a chart was corrected from information which was”

Line 16: *For “is” read “was”*

Line 18: *For “are” read “were”*

Line 24: *For “indicate” read “indicated”*

Line 25: *After “respectively” insert “which would appear on later printings”*

Line 27: *For “are” read “were”*

Line 28: *For “are” read “were”*

Line 29: *For “may” read “might”*

Line 32: *For “does” read “did”*

*After line 32 insert:—*

- (iii) Since 1954, in order that more attention may be given to New Editions, Large Corrections and corrections by Notices to Mariners, and for other reasons, the making of minor corrections to Chart plates as in (ii) has been discontinued. Information of no importance to safe and convenient navigation is instead recorded for inclusion in the next New Edition or Large Correction; or, for promulgation in a later Notice to Mariners should a change of circumstance alter the importance of the information.

In consequence the small correction date enclosed in a rectangle does not appear later than 1953 on navigational charts. The date within brackets may still appear and is then an indication that magnetic compasses have been corrected for a change in variation.



**Page xxi.**—After line 36 insert :—

All temporary information is now incorporated in Admiralty Lists of Lights. The word "**Temporary**" is printed against such information in heavy type in Column 10.

Line 45 : For "in three volumes." read "as follows:—"

Lines 50-52 : Delete ", radiobeacons" to "signals)" and substitute "and radiobeacons including air radiobeacons useful to ships; also stations giving QTG service and calibration stations"

Line 54 : After "III" insert "(Part A)"

Line 56 : Delete "codes" to "stations." and substitute "codes. Volume III (Part B).—Meteorological Observation Stations.

(Note : Future editions of Parts A and B will be known as Volumes III and IV, respectively).

Volume V.—Comprises particulars of Radio time signals, Uniform time system, navigational warnings and Position fixing systems (Decca, Loran, Consul, etc.)."

**Page L.**—Insert page number.

**Index to Admiralty published charts, S.D.46, facing page 1.**—

Lat. 39° 00' N., Long. 17° 10' E. (approx.) : Delete "C. Rizzuto ⚓ 198\*" and "Crotone & C. Colonne ⚓ 198\*" "

Lat. 43° 50' N., Long. 10° 15' E. : Delete "Viareggio 157\*" "

Lat. 44° 20' N., Long. 9° 25' E. : Delete "Sestre Levante 157\*" "

Lat. 42° 50' N., Long. 10° 30' E. ; Delete chart 3906 and "Palmajola Ch. \*1719" .

**Page 4.**—Insert page number.

**Page 12.**—Line 10 : For "altitude" read "elevation"

Line 42 : Delete and substitute :—

"**BUOYAGE SYSTEMS.**—**Coasts of France and Corsica.**—The coloured diagrams facing pages 14 and 15 illustrate the uniform systems of buoyage as agreed at the London Conferences of 1933 and 1936. These systems are in force in French waters and the following Article gives full details of how they are being applied by the French authorities. In all cases where the information given in the Article differs from the information in the coloured diagrams, the latter are to be disregarded.

There are two uniform systems of "

Line 50 : Delete.

**Page 13.**—Lines 2-3 : Delete "either" to "stream or" and substitute "when"

After line 54 insert :—

Quarantine anchorages are marked by yellow buoys.

Spoil grounds and sewer outfalls are marked by a buoy the upper part of which is painted yellow and the lower part black; if lighted, it may exhibit any kind of light, depending on the colours and characteristics of other lights in the vicinity.

Areas used for exercises by land, sea and air forces are marked by buoys painted white with two blue vertical stripes which cross at right angles on top of the buoy and which, when viewed from the air, appear as a blue cross on a white ground; the letters indicating

Page 13 continued.

"Danger Area" in the language of the country concerned may also be painted on the buoy.

**Page 14.**—Lines 38-39: *Delete* "vessels" to "vessels and" and *substitute* "buoys, daymarks, lights, &c.,"

Lines 53-56: *Delete*.

**Page 15.**—Lines 1-19: *Delete*.

Lines 35-41: *Delete* and *substitute* :—

The body of this volume should invariably be consulted for all details of buoyage at particular places.

**Coasts of Italy.**—The following is a description of the systems of buoyage in force in Italian waters :—

Day marking.

(A)—**Lateral system** :—

(1) *Marks to be left on the starboard or port hand by vessels coming from seaward.*

(a) The buoys, beacons and perches to be left to starboard are painted black and are surmounted by one or two black cones. *See Fig. 1.*

(b) The buoys, beacons and perches to be left to port are painted red and are surmounted by one or two red cylinders. *See Fig. 2.*

*Note.*—By *starboard* is meant on the right-hand side of the vessel coming from seaward; by *port* the opposite side is meant.

(2) *Marking of the sides of channels.*

(a) The marks on the starboard hand have the colour and topmarks given in paragraph (1) (a), above, and, if numbered, will be marked by *even* numbers, in white, commencing from seaward.

(b) The marks on the port hand have the colour and topmarks given in paragraph (1) (b), above, and, if numbered, will be marked by *odd* numbers, in white, commencing from seaward.

(c) The name of the channel is generally inscribed in white (either entire or abbreviated) on the marks placed at the entrance to a channel.

(d) If there are many entrance channels to a harbour, the name of the harbour is generally marked in white, either in full or with the initial only, on the buoys of each channel.

(3) *Bifurcations and junctions of channels* :—

(a) The bifurcation marks are painted in black and white horizontal bands and surmounted by two black cones, bases together. *See Fig. 3.*

(b) The junction marks are painted in red and white horizontal bands and surmounted by two red cones, points together. *See Fig. 4.*

(B)—**The Cardinal system** :—

(1) The topmarks, either single or two disposed vertically, of buoys marking the outer extremities of isolated shoals are spherical and painted in accordance with the position of the buoy. *See Fig. 6, and paragraphs (3), (4), (5) and (6) below.*

# DIAGRAM ILLUSTRATING THE ITALIAN SYSTEM OF BUOYAGE.

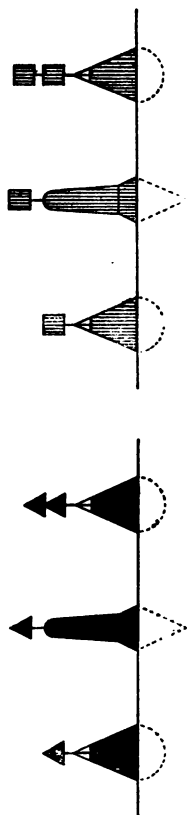


Fig. 1.

Fig. 2.

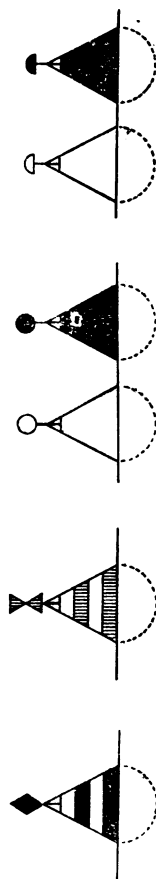


Fig. 3.

Fig. 4.

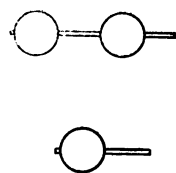


Fig. 6.

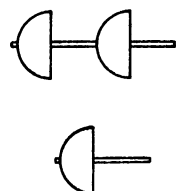


Fig. 7.

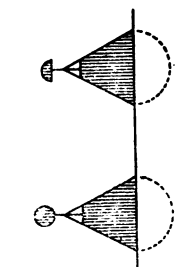


Fig. 8.

Fig. 9.

Fig. 10.



# DIAGRAMS ILLUSTRATING THE ITALIAN SYSTEM OF BUOYAGE.

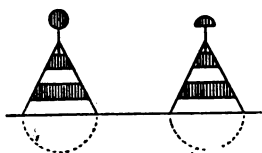


Fig. 11.

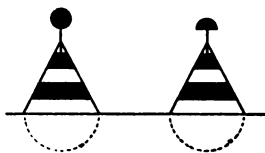


Fig. 12.

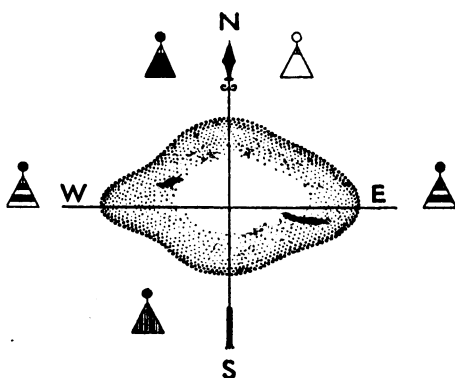


Fig. 13.

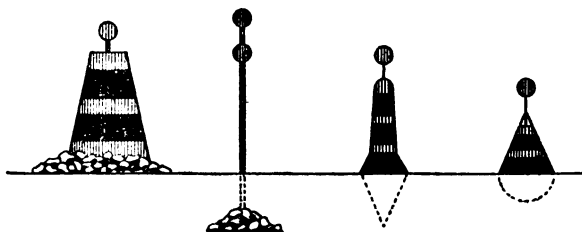


Fig. 14.

*Page 15 continued.*

- (2) The topmarks of buoys marking the inner extremities of isolated shoals are hemispherical and painted in accordance with the position of the buoy. *See Fig. 7 and paragraphs (3), (4), (5) and (6).*
- (3) The marks to be left to the South are painted black or white, with spherical or hemispherical topmarks, in accordance with paragraphs (1) and (2), above. *See Figs. 8 and 9.*
- (4) The marks to be left to the North are painted red, with spherical or hemispherical topmarks, in accordance with paragraphs (1) and (2). *See Fig. 10.*
- (5) The marks to be left to the West are painted in red and white horizontal bands, with spherical or hemispherical topmarks, in accordance with paragraphs (1) and (2), above. *See Fig. 11.*
- (6) The marks to be left to the East are painted in black and white horizontal bands, with spherical or hemispherical topmarks, in accordance with paragraphs (1) and (2) above. *See Fig. 12.*

Note.—For summary of the Cardinal system of marking, *see Fig. 13.*

**(C)—Marks common to the Lateral and Cardinal systems, and other marks :—**

- (1) *Marks for an isolated danger.*—The marks for an isolated danger which can be left either on the starboard or port hand, are painted in red and black horizontal bands and are surmounted by one or two red spherical topmarks. *See Fig. 14.*
- (2) *Marks indicating submarine cables.*—The positions where submarine cables are landed, near which anchorage is prohibited, may be marked by the alignment of buoys or beacons, painted green with the letter **T** in white plainly visible, and carrying the same topmarks as given in sections (A) (1) and (C) (1), above.

**(D)—Sunken vessels or wreckage.**

- (1) *Buoys for marking wrecks.*

Wreck buoys are painted green with a green topmark of the shape given either in section (A) (1) or (C) (1), above, according to whether it is to be left on the starboard or port hand or whether it constitutes an isolated danger. The name or initial of the wrecked vessel may also be shown in white on the buoy.

- (2) *Wreck-marking vessels.*

Wreck-marking vessels are painted green with the word "RELITTO" or the letter N in white on her sides. These vessels generally have two masts; one mast, surmounted by a green ball, indicates the end of the vessel which is nearest to the wreck; the other mast, surmounted by two green balls indicates the end of the vessel on the clear side of the wreck.

Night marking.

**(A)—Entrances to harbours, channels, etc.**

For the colour of lights on aids marking the sides of entrances to harbours, channels, estuaries, etc., the same rule as that adopted by vessels under way is followed, namely :—

- (1) Lights to be left on the starboard hand are *green*.
- (2) Lights to be left on the port hand are *red*.

Note.—The two lights marking the same entrance, one *green* and the other *red*, usually have the same character.

*Page 15 continued.*

**(B)—Sunken vessels or wreckage.**

- (1) *Wreck buoys.*—Wreck buoys exhibit a *white* light when the wreck constitutes a danger to navigation.
- (2) *Wreck-marking vessels.*—Wreck-marking vessels exhibit three *white* lights which are used in the same way as the green balls used during the day and described in section (D) (2) of the day marking, above.

**(C)—Submarine cable marks.**

The direction of submarine cables may be indicated at night by a *green* light sector.

**(D)—Danger sectors and clear sectors of lights.**

Owing to the difficulty of establishing a general uniform regulation, with regard to special characteristics of light and colour, to enable mariners to distinguish sectors which illuminate waters free from dangers from sectors which cover dangers, it is indispensable that mariners should always refer to the charts, Light Lists and Sailing Directions.

**Page 16.**—Line 19: *For " II " read " V "*

**Page 49.**—Line 7: *Delete " 68 " to " structure " and substitute " 75 feet (22<sup>m</sup>9), from a red and white chequered square masonry tower "*

Line 9: *For " 197° " read " 198° "*

**Page 50.**—Line 2: *For " 197° " read " 198° "*

Line 31: *After " Leucate." insert:—A conspicuous water tower stands about 11½ miles north-north-westward of Cape Béar and 3 miles inland.*

**Page 52.**—Lines 48-49: *Delete " 34 " to " (7<sup>m</sup>0) " and substitute " 45 feet (13<sup>m</sup>7), from a white round tower, 36 feet (11<sup>m</sup>0) "*

**Page 57.**—Lines 24-25: *Delete " an iron " to " black " and substitute " a white iron tower the upper part and the base painted red "*

Line 35: *Delete " Light-and-whistle-buoy.— "*

Lines 42-45: *Delete.*

*After line 54 insert:—*

A submarine cable, indicated on the chart, is laid across this entrance; *see* page 17.

**Page 63.**—Lines 3-6: *Delete " 23 " to " 319° " and substitute " 26 feet (7<sup>m</sup>9), from an iron column, 15 feet (4<sup>m</sup>6) in height, on the eastern jetty; the front light is exhibited, at an elevation of 21 feet (6<sup>m</sup>4), from a similar structure on the western jetty; these lights in line, bearing 330° "*

**Page 65.**—Lines 45 and 48: *Delete " de "*

Line 53: *After " buoys.— " insert " Bell-buoy.— "*

**Page 66.**—After line 11 insert :—

A can light-buoy, the upper part painted black and the lower part white and exhibiting a *white group flashing* light showing *four flashes every fifteen seconds*, is moored about  $1\frac{1}{2}$  miles south-westward of Pointe de Beauduc lighthouse.

Line 16 : *Add* :—This light-buoy is fitted with a radar reflector.

Line 19 : *Delete* “*occulting*” to “*eclipses*” and *substitute* “*flashing* light showing *two flashes*”

Line 24 : *Delete* “*red*” to “*flashes*” and *substitute* “*white group occulting* light having *two eclipses of one-and-a-half seconds* duration.”

Line 26 : *Add* :—A red and white bell-buoy is moored about one cable west-south-westward of this light-buoy.

**Page 67.**—Lines 45-46 : *Delete* “*occulting*” to “*reflector*” and *substitute* “*above-water wrecks*”

**Page 68.**—Lines 45-46 : *Delete* “*, wrecks*” to “*eastward and*” *substitute* “*above-water wrecks*”

**Page 69.**—Line 38 : *For* “**Light**” *read* “**Lights.—Buoyage**”

**Page 70.**—After line 3 insert :—

Lights are exhibited on each side of the eastern and western entrances of the canal.

A light is exhibited, at an elevation of 61 feet (18<sup>m</sup>6), from Tour Saint Louis, 52 feet (15<sup>m</sup>8) in height, on the western side of Bassin Saint Louis at the western end of the canal.

Line 5 : *For* “*the outermost of which is*” *read* “*each*”

Line 44 : *For* “*Tour de Saint Louis*” *read* “*Tour Saint Louis, or its light*”

**Page 71.**—Lines 15-19 : *Delete* “*The*” to “*(11<sup>m</sup>9).*” and *substitute* :—

In 1951 the entrance was dredged to a depth of 36 feet (11<sup>m</sup>0) and within the entrance to depths of 26 to 39 feet (7<sup>m</sup>9 to 11<sup>m</sup>9), as indicated by pecked lines on the chart ; harbour works were then in progress on the south-eastern side of the harbour.

Lines 26-32 : *Delete* “*the south-eastern*” to “*cone and*” and *substitute* “*there are numerous can buoys, the positions of which can best be seen on the chart ; a light-buoy, painted red and exhibiting a red fixed light, is moored about 2 cables north-north-westward of the tower on Fort de Bouc ; a light-buoy, Aubran No. 6, painted black, is*”

**Page 72.**—Line 6 : *For* “ $2\frac{1}{4}$  cables” *read* “*one cable*”

Lines 8 and 46 : *For* “*034°*” *read* “*037°*”

**Page 73.**—Line 13 : *For* “**Leading lights.—**” *read* “**Lights.—**”

Lines 16 and 47 : *For* “*29½ feet (9<sup>m</sup>0)*” *read* “*29 feet (8<sup>m</sup>8)*”

Line 34 : *For* “ $2\frac{1}{4}$ ” *read* “*2*”

Lines 35-36 : *Delete* “*These*” to “*re-established.*” and *substitute* :—

The canal is marked by lights, the positions of which can best be seen on the chart.

**Page 74.**—Line 3: *For* “29½ feet (9<sup>m</sup>0)” *read* “29 feet (8<sup>m</sup>8)”

Line 18: *For* “one mile” *read* “2 miles”

Lines 19-26: *Delete* “It” to “light.” and *substitute* :—

The first mile from the entrance is marked on the northern side by three red can light-buoys, numbered 2, 4 and 6 from westward, each surmounted by a red cylinder; Nos. 2 and 4 each exhibit a *red fixed* light and No. 6 exhibits a *red group occulting* light having two eclipses of *one-and-a-half seconds* duration *every nine seconds*. The southern side is marked at the western end by a conical light-buoy, No. 1, painted black, surmounted by a black cone and exhibiting a *green fixed* light, and at the eastern end by a similar light-buoy, No. 3, exhibiting a *green occulting* light *every six seconds*. The positions of all these light-buoys can best be seen on the chart.

Line 31: *For* “**Light**” *read* “**Lights**”

Line 53: *Add* :—A light is exhibited on the head of a mole at Port de la Mède about 3 cables east-south-eastward.

**Page 76.**—Line 12: *Delete* and *substitute* :—

“of 39 feet (11<sup>m</sup>9), from a structure 31 feet (9<sup>m</sup>4) in height.

A light-buoy, exhibiting a *green fixed* light, is moored about 2½ cables southward of the head of the mole.”

**Page 80.**—Line 31: *After* “**Light.**—” *insert* “**Fog signal.**—”

Line 35: *After* “A” *insert* “fog signal is sounded and a”

**Page 83.**—Lines 40-41: *Delete* “59” to “(6<sup>m</sup>4)” and *substitute* “85 feet (25<sup>m</sup>9), from a masonry tower with a red lantern on a square hut, 48 feet (14<sup>m</sup>6)”

**Page 84.**—Line 4: *After* “**Frioul.**—” *insert* “**Light.**—”

*After* line 8 *insert* :—

A light is exhibited from a black framework column and hut on the head of the breakwater.

**Page 87.**—Line 5: *Delete* “the” to “by” and *substitute* “about three-quarters of a cable north-north-westward of the seaward end of this extension is moored”

Line 7: *After* “seconds” *insert* “; this light-buoy also marks the eastern side of a sunken wreck”

**Page 88.**—Lines 34-35 and 52-53: *Delete* “In” to “extinguished.”

**Page 89.**—Lines 44-45: *Delete* “pylon” to “Marie” and *substitute* “red cylindrical structure on a hut, 22 feet (6<sup>m</sup>7) in height, on the head of Digue Sainte Marie.

A light is exhibited, at an elevation of 25 feet (7<sup>m</sup>6), from a white tower at the root of Digue Sainte Marie and on the western side of the entrance to Bassin Joliette”

**Page 94.**—Lines 14-15: *Delete* “The” to “reflector.”

**Page 97.**—Line 46: *For* “**Light**” *read* “**Lights**”

*After* line 53 *insert* :—

A light is exhibited on the head of the eastern jetty of a harbour

*Page 97 continued.*

of refuge on the northern side of Île de Bandol about three-quarters of a cable westward of the eastern extremity of the island.

**Page 102.**—Line 9: *After* “ Sicié ” *insert* “ ; an obstruction, with a depth of  $5\frac{1}{2}$  fathoms ( $10^m1$ ) over it, lies about half a mile southward of Île du Petit Grau ”

**Page 105.**—Line 24: *For* “ Buoy. — ” *read* “ Beacon. — ”

*After* line 27 *insert* :—

A beacon, fitted with a radar reflector, stands on La Grande Fourmigue.

Lines 39-41: *Delete.*

**Page 110.**—Lines 27-28: *Delete* “ , but ” to “ wrecks ”

Lines 30-31: *Delete* “ northern ” to “ obstructions ” and *substitute* “ bows of a sunken wreck, with a depth of 59 feet ( $18^m0$ ) over it ; another sunken wreck, with a depth of 49 feet ( $14^m9$ ) over it, lies about half a cable westward of the buoy ; in 1952 this latter wreck was being dispersed ”

Line 32: *For* “ 39 feet ( $11^m9$ ) ” *read* “ 59 feet ( $18^m0$ ) ”

**Page 113.**—Line 23: *For* “ 1949 ” *read* “ 1953 ”

Line 36: *Delete* “ (Old basin) ”

Lines 39-40: *For* “ Neuve (New basin) ” *read* “ Vauban ”

Line 53: *For* “ 1949 ” *read* “ 1953 ”

**Page 114.**—Lines 6-7: *Delete and substitute* :—

“ In 1953 there were depths of 33 feet ( $10^m1$ ) in the entrance to, and within, Darse de Missiessy and in Darse ”

Line 9: *For* “ Neuve ” *read* “ Vauban ”

**Page 115.**—Lines 46-47: *Delete* “ 74 ” to “ base ” and *substitute* “ 113 feet ( $34^m4$ ), from a white tower and dwelling, 44 feet ( $13^m4$ ) in height ”

**Page 117.**—Lines 45-47: *Delete* “ Two ” to “ jetty. ”

**Page 118.**—Line 22: *Add* :—A mooring buoy, for the use of vessels of not more than 2,000 tons, is moored about  $4\frac{1}{2}$  cables north-eastward of Alicastre fort.

*After* line 37 *insert* :—

**Grande passe.—Obstruction.**—Grande passe, between Île de Porquerolles and Ile de Bagau, is about  $4\frac{1}{2}$  miles wide and is deep and clear of dangers in the fairway except for an obstruction about  $2\frac{1}{2}$  miles eastward of Cap des Mèdes.

**Page 120.**—Line 16: *After* “ danger. — ” *insert* “ Buoy. — ”

Line 49: *After* “ it ” *insert* “ and marked on its south-western side by a conical buoy ”

**Page 122.**—*After* line 51 *insert* :—

A light is exhibited, at an elevation of 20 feet ( $6^m1$ ), on the head of a pier at Miramar, about  $1\frac{3}{4}$  miles west-north-westward of Batterie des Maures light-tower, (Page 123).

**Page 125.**—Lines 12-13 and 17 : *Delete “ , and ” to “ buoys ”*

Line 24 : *After “ Beacon.— ” insert “ Buoyage.— ”*

Line 38 : *For “ 1951 ” read “ 1952 ”*

*After line 45 insert :—*

An obstruction lies about half a mile northward of Rocher de la Fourmigue ; it is marked on its northern side by a white spherical buoy marked ZD and on its eastern side by a similar buoy painted in blue and white horizontal bands.

**Page 132.**—Lines 20-21 : *Delete “ (Canoubies bay) ”*

Line 27 : *Delete “ (Canoubies shoal) ”*

Line 37 : *Add :—There is a mooring buoy in the bay.*

Lines 48-49 : *Delete “ in ” to “ repair ”*

**Page 133.**—Lines 26-27 : *Delete “ small ” to “ 3 $\frac{1}{4}$  ” and substitute “ vessels not exceeding 1,500 tons is moored about 4 ”*

Line 54 : *After “ exhibited ” insert “ , at an elevation of 36 feet (11<sup>m</sup>0), ”*

**Page 134.**—Lines 3-4 : *Delete “ In ” to “ extinguished. ”*

**Page 142.**—Lines 7-8 : *Delete “ 30 ” to “ (6<sup>m</sup>1) ” and substitute “ 48 feet (14<sup>m</sup>6), from a stone tower, 36 feet (11<sup>m</sup>0) ”*

**Page 144.**—Line 24 : *After “ Anchorage.— ” insert “ Submarine cables.— ”*

*After line 38 insert :—*

Submarine cables, indicated on the chart, are laid from positions near the middle of the southern side of Île Sainte Marguerite to the northern side of Île Saint Honorat ; vessels must not anchor in their vicinity ; *see* page 17.

**Page 145.**—Line 20 : *For “ cable ” read “ cables ”*

Line 37 : *After “ 332°.” insert :—Another cable is laid close westward of the one just described.*

Line 38 : *For “ alignments ” read “ cables ; see page 17 ”*

Line 40 : *After “ station.— ” insert “ Submarine cable.— ”*

**Page 146.**—*After line 5 insert :—*

A submarine cable, indicated on the chart, extends eastward and south-eastward from a position on the coast about 7 cables south-westward of Fourcale battery ; *see* page 17.

**Page 148.**—Line 6 : *After “ Buoys.— ” insert :—Caution.—It was reported, in 1952, that the quality of the holding ground varies considerably in different parts of Golfe Juan.*

*After line 22 insert :—*

There is a mooring buoy for the use of small vessels in the anchorage.

**Page 149.**—Line 7 : *After “ (page 157) ; ” insert “ a radio mast about 4 cables north-eastward of Mont Agel ; ”*

**Page 152.**—Lines 5-6 : *Delete “ occasionally ”*

Lines 52-53 : *Delete “ 230 ” to “ (6<sup>m</sup>1) ” and substitute “ 225 feet (68<sup>m</sup>6), from a white tower, the lower part green, 106 feet (32<sup>m</sup>3) ”*



**Page 155.**—*After line 29 insert :—*

A mooring buoy, for the use of submarines, is moored about half a cable east-north-eastward of the head of Môle la Santé.

**Page 168.**—Line 14 : *Add :—*La Tourelle de la Guardiola and Butticino are covered by a *red* sector of the light on the eastern bastion of the citadel at Port d'Ajaccio, described below, between the bearings of 045° and 057°.

**Page 170.**—Line 9 : *After " basin " insert " and one in the approach "*

**Page 174.**—Line 45 : *After " danger.— " insert " and bank "*

**Page 175.**—Line 4 : *Delete " (Marifaja) "*

*After line 6 insert :—*

A bank, with a depth of 11 fathoms (20<sup>m</sup>1) over it, the position of which is approximate, lies about 1½ miles west-south-westward of Rocher Marevicce.

**Page 186.**—Line 10 : *After " Light.— " insert " Radiobeacon.— "*  
Line 25 : *Add :—*There is a radiobeacon at the lighthouse.

**Page 191.**—Line 52 : *For " 315 feet (96<sup>m</sup>0) " read " 324 feet (98<sup>m</sup>8) "*

**Page 192.**—Line 46 : *For " two " read " three "*

**Page 204.**—Line 46 : *For " Buoy.— " read " Light.— "*

**Page 205.**—Lines 43-44 : *Delete and substitute :—*

A light for the use of aircraft is exhibited about 2½ miles north-westward of the mouth of Fleuve Gorlo.

**Page 207.**—Line 36 : *Add :—*There are some mooring buoys in the harbour.

**Page 208.**—*After line 12 insert :—*

In 1952 the middle part of the western side of Jetée Saint Nicolas was obstructed by wrecks, as shown on the chart.

**Page 228.**—Line 8 : *After " Lights.— " insert " Mooring buoys.— "*

Line 42 : *Add :—*Six mooring buoys are laid about 4 cables southward of the light-structure and from them an oil pipeline runs to the root of the pier.

**Page 230.**—*After line 6 insert :—*

Two lights, vertically disposed, are exhibited from the north-western corner of the head of Calata Paolo, about 2 cables south-westward of the head of Molo Frangiflutti.

Line 21 : *For " 1949 " read " 1952 "*

Lines 22-23 : *Delete " 27 " to " (6<sup>m</sup>4) " and substitute " 21 to 33 feet (6<sup>m</sup>4 to 9<sup>m</sup>4) with one 19-foot (5<sup>m</sup>8) foul "*

Lines 23-24 : *Delete " 20 " to " 9<sup>m</sup>4) " and substitute " 21 to 29 feet (6<sup>m</sup>4 to 8<sup>m</sup>8) "*

**Page 238.**—Line 12 : *For* " 1948 " *read* " 1951 "

Lines 49-54 : *Delete* " Bocca " to " south- " and *substitute* :—

In 1952 Bocca di Ponente was closed to vessels entering.

On the southern side of Bocca di Levante is an area in which there is wreckage which, in 1952, had been swept to a depth of 39 feet (11<sup>m</sup>9).

**Page 239.**—Lines 2-6 : *Delete*.

Line 24 : *After* " are " *insert* " Nuovo Bacino,"

Line 26 : *After* " cargoes " *insert* " ; in the eastern corner of the basin are dry docks."

Line 45 : *For* " 1945 " *read* " 1951 "

Line 53 : *For* " 37 feet (11<sup>m</sup>3) " *read* " 38 feet (11<sup>m</sup>6) "

Line 54 : *For* " 33 feet (10<sup>m</sup>1) " *read* " 36 feet (11<sup>m</sup>0) "

**Page 240.**—Lines 20-23 : *Delete* " to " to " (10<sup>m</sup>1) " and *substitute* " five piers, including Ponte Etiopia, with connecting quays between them in this basin. There are depths of about 6 fathoms (11<sup>m</sup>0) "

Line 27 : *Delete* " and departure "

Line 40 : *For* " by day may normally " *read* " may, if desired,"

*After* line 40 *insert* :—

Vessels entering and leaving, or under way inside the harbour, must keep to their starboard hand.

The direction of approach of Bocca di Levante, its limited width and the considerable traffic of vessels, often of the largest size, demand great caution when entering or leaving by this entrance.

**Page 241.**—Line 28 : *After* " Anchorage.— " *insert* " Prohibited anchorage.— "

*After* line 49 *insert* :—

Anchoring and fishing are prohibited, due to the existence of submarine cables, within an area, indicated by pecked lines on the chart, extending southward from Punta Vagno. The landing places of the cables are marked by the alignment of two pairs of beacons bearing 040° and 352° ; each beacon is surmounted by a yellow and black ball with the letter T upon it. See page 17.

**Page 245.**—Line 49 : *Delete* " about 525 feet (160<sup>m</sup>0) "

**Page 246.**—Line 36 : *After* " station.— " *insert* " Light.— "

*After* line 44 *insert* :—

A red fixed obstruction light is exhibited from a radio mast about 3½ cables north-north-eastward of the old signal station.

**Page 248.**—Lines 5-6 : *Delete* " (Golfo di Rapallo) "

**Page 249.**—Line 8 : *Delete* " (Cajeca point) "

**Page 251.**—*After* line 46 *insert* :—

A shoal, with a depth of 3 fathoms (5<sup>m</sup>5) over it, lies on the eastern side of the bay about 4 cables east-south-eastward of Molo Carlo Alberto light-structure, and nearly three-quarters of a cable offshore.

**Page 253.**—Lines 13, 22 and 36 : *Delete*.

**Page 254.**—Line 1 : *Delete and substitute :—*  
*Chart 3908.*

Line 18 : *Delete.*

**Page 260.**—Line 27 : *After “ Light.— ” insert “ Radiobeacon.— ”*  
 Line 37 : *After “ Tino.” insert :—A radiobeacon is operated at the light-structure.*

**Page 261.**—Line 44 : *After “ bank,” insert “ which is a dumping ground and ”*

Line 47 : *Add :—The bank is used as a dumping ground and there is a mooring buoy near its south-eastern edge about 2 cables southward of Punta della Mariella.*

**Page 262.**—Lines 11-14 : *Delete and substitute :—*

Four mooring buoys, for the de-magnetisation of large vessels, are moored about  $8\frac{1}{2}$  cables southward of Torre Scuola.

Line 17 : *For “ Light-buoy.— ” read “ Buoyage.— ”*

Line 27 : *For “  $3\frac{3}{4}$  ” read “  $4\frac{1}{2}$  ”*

*After line 28 insert :—*

Two white can buoys are moored close together about half a cable northward of the light-buoy.

**Page 263.**—Lines 16-17 : *Delete “ In ” to “ withdrawn.” and substitute :—*

**Measured distance.**—There is a measured distance, of 6,111 feet (1,862<sup>m</sup>6), eastward of Isola del Tino ; the course for running is about 057°-237° ; the eastern limit is indicated by the alignment of Torre Scuola and a post on the south-eastern side of the battery on Punta della Castagna, bearing about 327° ; the western limit is indicated by the alignment of the beacons on the eastern end of Isola del Tino and the southern end of Isola Palmaria, bearing about 327°.

**Page 264.**—Line 7 : *After “ castle ” insert “ at Lerici ”*

**Page 265.**—Lines 4-9 : *Delete “ 6 ” to “ and ” and substitute “ 5 to 6 fathoms (9<sup>m</sup>1 to 11<sup>m</sup>0).*

The navigable channel through Passo di Ponente is about a cable wide and marked ”

Lines 17-18 : *Delete and substitute :—*

A light is exhibited, at an elevation of 36 feet (11<sup>m</sup>0), from a red stone tower with a white top on Punta Santa Maria.

Line 19 : *After “ Danger.— ” insert “ Light.— ”*

Line 26 : *For “ two red fixed lights ” read “ a red fixed light ”*

Lines 46-48 : *Delete.*

*After line 53 insert :—*

Two lights, vertically disposed, are exhibited on Punta Pezzino.

Leading lights, which are in line bearing about 226°, are exhibited at the head of Seno di Panigaglia ; two pairs of can buoys, one buoy on each side, mark this leading line ; their positions can best be seen on the chart.

**Page 266.**—*After line 15 insert :—*

A light is exhibited in the southern corner of Seno di Cadimare.

*Page 266 continued.*

Line 32 : For " A " read " Odera Terni "

Line 40 : Add :—Depths of 24 and 27 feet ( $7^m3$  and  $8^m2$ ) lie about  $1\frac{1}{4}$  cables west-south-westward of the head of the mole.

Lines 49-52 : Delete and substitute :—

Lights are exhibited from an iron framework structure and a concrete post on the northern and southern sides, respectively, of the entrance to a basin about 2 cables northward of Punta San Bartolomeo.

Lights are exhibited from each of two radio masts about  $1\frac{1}{2}$  and 2 cables northward of the light on the northern side of the entrance to the basin described above.

**Page 267.**—Lines 29 and 52 : After "Abruzzi" insert "or Outer Port"

**Page 268.**—Line 32 : After "Abruzzi" insert "or Outer Port"

Lines 39-42 : Delete "In" to " $349^\circ$ ."

**Page 269.**—Lines 7-8 : Delete and substitute :—

"Outer port. There is a deviation buoy in the north-eastern part and some de-magnetisation buoys in the southern part."

Lines 10-11 : Delete "50" to " $(7^m6)$ " and substitute "79 feet ( $24^m1$ ), from a white truncated pyramid with a black vertical stripe, 15 feet ( $4^m6$ )"

Lines 15-16 : Delete "70" to "mast" and substitute "90 feet ( $27^m4$ ), from a similar structure, 26 feet ( $7^m9$ ) in height,"

Line 33 : For "northern" read "north-western"

**Page 270.**—Line 16 : After "Darsena" insert "(Basin No. 1)"

Line 18 : After "Darsena" insert "(Basin No. 2)"

**Page 272.**—Lines 14-16 : Delete.

**Page 276.**—After line 24 insert :—

**Regulations.**—Special regulations are in force for vessels carrying dangerous cargoes, a copy of which should be obtained.

**Page 277.**—Line 7 : Delete.

Line 50 : Add :—In 1952, less depth than is shown on the chart was reported in Porto Esterno.

**Page 278.**—Line 1 : Delete and substitute :—

Chart 3900.

**Page 280.**—Line 8 : For " $3\frac{1}{2}$ " read " $3\frac{3}{4}$ "

Line 40 : For "cathedral" read "Dominican convent"

**Page 281.**—Line 6 : For "300" read "500"

Line 7 : After "Livorno" insert ";" the following are exempt :—National and foreign warships, merchant vessels under 500 tons gross, fishing vessels not employed on Atlantic fishing, tugs and vessels used for local traffic and harbour works."

After line 33 insert :—

A light is exhibited, at an elevation of 28 feet ( $8^m5$ ), from a white

*Page 281 continued.*

hut on a concrete base, 21 feet (6<sup>m4</sup>) in height, on the northern extremity of Diga Meloria.

Line 50: *For "Buoyage" read "Light-buoy"*

**Page 282.**—Line 20: *For "143°" read "153°"*

Lines 27-27: *Delete and substitute:—*

**Prohibited anchorage.**—Due to the existence of submarine cables, anchoring and fishing are prohibited within an area, indicated by pecked lines on the chart, extending about 4 miles west-south-westward from the eastern end of Diga della Vegliaia; *see* page 17. Passage is prohibited between the eastern end of the mole and the coast.

Line 39: *For "buoy" read "buoys"*

Line 41: *For "in 1950 a large part" read "by 1952 most"*

Line 46: *Delete "23" to "8<sup>m2</sup>)," and substitute "21 to 29 feet (6<sup>m4</sup> to 8<sup>m8</sup>), but, in 1952, less depth was reported;"*

Line 47: *For "330 yards (301<sup>m7</sup>)" read "1½ cables"*

Lines 49-54: *Delete "26" to "clear" and substitute "25 to 39 feet (7<sup>m6</sup> to 11<sup>m9</sup>) in the navigable entrance.*

In 1952, less depth than is shown on the chart was reported in Bocca Nord."

**Page 283.**—Lines 2-3: *Delete.*

Line 7: *Delete "clear"*

*After line 7 insert:—*

A light-buoy, similar in all respects, is moored on the eastern side of the channel about 2½ cables south-south-eastward of the northern extremity of Diga Curvilinea.

Line 9: *Delete "areas" to "and" and substitute "an area in"*

Line 13: *After "Light.—" insert "Radiobeacon.—"*

Line 17: *For "5½" read "5"*

Line 18: *For "10<sup>m1</sup>" read "9<sup>m1</sup>"*

Line 28: *After "ledge" insert ", on which stands a beacon,"*

Line 32: *Add:—A radiobeacon is operated about a quarter of a cable south-eastward of this light-structure.*

Lines 36-38: *Delete "As" to "Nord" and substitute "Within Bocca Nord, the northern entrance"*

Lines 40-41: *Delete "which" to "(9<sup>m1</sup>)" and substitute ", with depths of from 4½ to 5 fathoms (8<sup>m2</sup> to 9<sup>m1</sup>) in the fairway"*

Line 45: *Add:—A second light is exhibited, at an elevation of 21 feet (6<sup>m4</sup>), from a red iron structure with white stripes on the head of this mole about a quarter of a cable east-south-eastward of the light just described; this second light marks the western side of the entrance to Porto Mediceo and Bacino Cappellini, both described on page 285.*

Line 28: *After "ledge" insert ", on which stands a beacon,"*

**Page 284.**—Line 14: *For "each" read "the eastern"*

Line 15: *Delete "each" to "time" and substitute "this pier"*

Line 17: *Delete "10" to "4<sup>m6</sup>)" and substitute "8 to 16 feet (2<sup>m4</sup> to 4<sup>m9</sup>)"*

Line 23: *Delete and substitute:—*

*"8 to 11 feet (2<sup>m4</sup> to 3<sup>m4</sup>)."*

Line 31: *For "29 feet (8<sup>m8</sup>)" read "24 feet (7<sup>m3</sup>)"*

**Page 285.**—Lines 11-13 : *Delete.*

Line 14 : *Delete* " 25 " to " 8<sup>m</sup>8 ) " and *substitute* " 23 to 33 feet (7<sup>m</sup>0 to 10<sup>m</sup>1 ) "

Line 24 : *Add* :—There is a 17-foot (5<sup>m</sup>2) patch close off the northern side of the western end of the boat landing.

Lines 32-33 : *Delete* " 13 " to " 6<sup>m</sup>4 ) " and *substitute* " 10 to 15 feet (3<sup>m</sup>0 to 4<sup>m</sup>6 ) "

Line 38 : *Delete* " 23 " to " 7<sup>m</sup>9 ) " and *substitute* " 13 to 22 feet (4<sup>m</sup>0 to 6<sup>m</sup>7 ) "

**Page 286.**—Lines 16-20 : *Delete* " The " to " channel."

**Page 287.**—Lines 42-44 : *Delete* " A " to " situated " and *substitute* " Two lights disposed vertically, are exhibited "

**Page 288.**—Line 16 : *After* " viaduct." *insert* :—A pillar stands about 2 cables eastward of Torre del Boccale.

*After* line 20 *insert* :—

*Charts 3900 and 3901.*

Line 29 : *Delete*

**Page 289.**—Lines 25-26 : *Delete* " 55 " to " height," and *substitute* " 72 feet (21<sup>m</sup>9), from a white lantern on a square tower "

*Delete* the sketch on this page.

**Page 292.**—Line 28 : *For* " 3906 " *read* " 158 "

Line 49 : *Delete.*

**Page 293.**—Lines 1 and 35 : *Delete* and *substitute* :—  
*Charts 158 and 3901.*

Lines 33-34 : *Delete* " anchorage " to " extremity " and *substitute* " anchoring and trawling are prohibited within the area, indicated by pecked lines on the chart, between the north-eastern side of Isola d'Elba and the south-western side "

**Page 294.**—Line 1 : *Delete* and *substitute* :—  
*Charts 158 and 3901.*

**Page 295.**—Line 45 : *Delete* " Signal station.— "

**Page 296.**—Lines 14-15 : *Delete.*

**Page 298.**—Line 29 : *Delete* and *substitute* :—  
*Chart 3905.*

Line 31 : *Delete* " Signal station.— "

Lines 43-46 : *Delete.*

**Page 300.**—Lines 29-30 : *Delete* " 1½ " to " of " and *substitute* " 2 cables east-south-eastward of the two lights on "

**Page 301.**—Lines 31-33 : *Delete* " mole " to " bearing " and *substitute* " two lights on the eastern side of the entrance to La Darsena astern, bearing 043°, anchoring when the northern corner of Forte Inglese bears "

*Page 301 continued.*

Line 37 : *After " Depths.— " insert " Traffic regulations.— "*

*After line 43 insert :—*

All vessels entering or leaving La Darsena must keep to their *port* hand. Vessels leaving have priority over those entering.

**Page 304.**—Line 25 : *Delete and substitute :—*

" A light is exhibited, at an elevation of 33 feet (10<sup>m</sup>1) from an iron post, 15 feet (4<sup>m</sup>6) in height, on the head of the "

Line 47 : *Delete " Signal station.— "*

**Page 305.**—Lines 26-30 : *Delete.*

Line 51 : *Delete and substitute :—*

*Chart 3905.*

**Page 306.**—Line 1 : *Delete and substitute :—*

*Chart 3905.*

Line 37 : *After " cable.— " insert " Prohibited anchorage.— "*

Line 38 : *Add :—*For prohibited anchorage between the north-eastern end of Isola d'Elba and the south-western side of Promontorio di Piombino, *see* page 293.

**Page 307.**—Line 1 : *Delete and substitute :—*

*Chart 3905.*

**Page 308.**—Line 1 : *Delete and substitute :—*

*Chart 3905.*

**Page 313.**—Lines 49-52 : *Delete " Belvedere " to " Bagni."*

**Page 314.**—Line 2 : *For " eastward of Belvedere " read " close southward of Pimta dei Bagni "*

Lines 23-24 : *Delete and substitute :—*

" Two lights, vertically disposed, are exhibited from a concrete post, 20 feet (6<sup>m</sup>1) in height,"

Lines 42-43 : *Delete " in line with Belvedere "*

Lines 45-46 : *Delete " on " to " obelisk " and substitute " the obelisk bears 267° "*

Line 49 : *For " Belvedere bearing 250° " read " the beacon near Pimta dei Bagni bearing about 246° "*

Line 51 : *Delete " Belvedere " to " and "*

**Page 317.**—Line 50 : *Delete " Signal station.— "*

**Page 318.**—Lines 16-17 : *Delete.*

**Page 320.**—Lines 43-44 : *Delete " In " to " (20<sup>m</sup>1)."*

Lines 45-46 : *Delete " grey " to " (4<sup>m</sup>6) " and substitute " white and red round tower, 20 feet (6<sup>m</sup>1) "*

Line 49 : *Delete " masonry " to " (4<sup>m</sup>6) " and substitute " and red round tower, 20 feet (6<sup>m</sup>1) "*

**Page 323.**—Lines 27-29 : *Delete " A " to " Batteria."*



**Page 324.**—After line 8 insert :—

Two red fixed lights are exhibited from the lower part of the head of Pontile Elba, about 2 cables west-south-westward of the mole.

A light is exhibited from a post on the head of the large curved jetty forming the eastern side of Darsena Magona d'Italia, about 3 cables westward of the head of the mole.

Line 21 : For " 1949 " read " 1953 "

Line 42 : For " four " read " two "

**Page 328.**—Lines 30-31 : Delete " 1947 " to " repair " and substitute " 1952 it was reported that two-thirds of the damage had been repaired "

**Page 333.**—Lines 2, 6, 8, 11, 15, 20, 25, 28, 45 and 47 : For " Acetina " read " Cetina "

Lines 13-14 : Delete " 16 " to " height," and substitute " 33 feet (10<sup>m</sup>1), from a masonry tower "

Line 49 : For " 1949 " read " 1952 "

**Page 334.**—Line 2 : For " Acetina " read " Cetina "

**Page 340.**—After line 7 insert :—

A short mole extends from the coast westward of the prison.

Lines 13-15 : Delete " Antemurale " to " direction " and substitute " Molo Marconi. Antemurale Colombo has been extended about 400 feet (121<sup>m</sup>9) in a west-north-westerly direction from its old head on which latter stands the now disused lighthouse "

Lines 16 and 37 : For " head " read " old head "

Line 36 : After " Entrances.— " insert " Shoal.— "

Line 39 : After " 14<sup>m</sup>6 ) " insert " ; a shoal, with a depth of 10 feet (3<sup>m</sup>0) over it, extends a short distance northward from the old head "

Line 42 : Delete " 29 " to " 9<sup>m</sup>4 ) " and substitute " 27 to 29 feet (8<sup>m</sup>2 to 8<sup>m</sup>8) "

After line 43 insert :—

In 1953 this depth was being increased to 30 feet (9<sup>m</sup>1).

Lines 44-45 : Delete " 59 " to " height," and substitute " 46 feet (14<sup>m</sup>0), from a black iron structure with a red lantern "

Lines 47-54 : Delete and substitute :—

A disused lighthouse, consisting of a circular stone tower, stands on the old head of Antemurale Colombo ; from the offing care should be taken not to confuse this lighthouse with the light-structure on the head of the mole.

**Page 341.**—Line 13 : For " Avamporto, Bacino A." read " Bacino Amerigo "

Line 14 : For " Umberto I " read " Nuovo "

Line 15 : For " The Avamporto " read " Bacino Amerigo Vespucci "

Line 17 : For " 7 fathoms (8<sup>m</sup>2 to 12<sup>m</sup>8) " read " 6 fathoms (8<sup>m</sup>2 to 11<sup>m</sup>0) "

Lines 18-22 : Delete.

Line 30 : For " Umberto I " read " Nuovo "

Lines 31-32 : For " Antamurale Umberto I " read " Molo Marconi "

Lines 45-46 : Delete " the " to " A." and substitute " Bacino Amerigo "

*Page 341 continued.*

Line 47: *For "these basins" read "this basin"*

Lines 50 and 52: *For "the Avamporto" read "Bacino Amerigo Vespucci"*

**Page 342.**—Line 5: *For "1950" read "1952"*

Line 7: *For "Avamporto.—" read "Bacino Amerigo Vespucci.—"*

Line 12: *Delete "Bacino A. Vespucci.—"*

Lines 21-22: *Delete "a" to "(182<sup>m</sup>9)" and substitute "its whole length"*

Line 24: *After "(9<sup>m</sup>1)" insert ", but there is a depth of 20 feet (6<sup>m</sup>1) off the southern end about half a cable south-westward of the south-western corner of the head of Molo del Bicchiere"*

Line 25: *After "14" insert ", but in 1953 there were depths of from 15 to 18 feet (4<sup>m</sup>6 to 5<sup>m</sup>5) at its head"*

Line 33: *For "Banchina" read "Molo"*

Line 36: *After "it." insert:—There is a depth of 17 feet (5<sup>m</sup>2) alongside the south-western end of the head of Molo del Bicchiere.*

Line 39: *For "Umberto I" read "Nuovo"*

Lines 42-43: *Delete "The" to "damage."*

**Page 343.**—Line 1: *For "1481" read "1841"*

Line 3: *After ", and" insert "the old lighthouse east-south-eastwards"*

Lines 7 and 9: *For "light-structure" read "old lighthouse"*

Line 34: *For "1950" read "1952"*

**Page 346.**—Line 1: *Delete and substitute:—*  
*Chart 841.*

Line 11: *For "lifting" read "swing"*

Line 47: *For "20 feet (6<sup>m</sup>1)" read "18 feet (5<sup>m</sup>5)"*

**Page 347.**—Line 1: *Delete and substitute:—*  
*Chart 1841.*

Lines 8-9: *Delete ", and" to "bridge"*

Lines 12-13: *Delete "have" to "lifted" and substitute "pass through the swing bridge"*

**Page 349.**—Line 36: *After "Light.—" insert "Buoy.—"*

*After line 54 insert:—*

A red conical buoy, surmounted by a ball, is moored in the approach about 3¼ miles westward of Capo d'Anzio lighthouse.

**Page 350.**—Line 30: *For "Light.—" read "Lights.—"*

*After line 47 insert:—*

A light is exhibited from a black iron structure on the northern side of the entrance about one cable northward of the head of Molo Innocenziano.

**Page 357.**—Line 24: *For "Torre Caterina" read "the point"*

Line 31: *For "close southward" read "about 1¼ cables south-eastward"*

**Page 358.**—Line 17: *For "1951" read "1953"*

**Page 362.**—Line 35 : *Delete and substitute :—*

“Coast.—Beacons.—Buoyage.—Submarine cable.—Prohibited anchorage.—Between the ”

**Page 363.**—Lines 21-27 : *Delete and substitute :—*

A submarine cable is landed near Torre Gaveta ; the landing place is marked by a grey hut, 11 feet (3<sup>m</sup>4) in height ; the direction of the cable is indicated by the alignment of two black and yellow posts, 16 and 20 feet (4<sup>m</sup>9 and 6<sup>m</sup>1) in height, each surmounted by two cones, which are in line bearing 094° ; anchoring and fishing are prohibited 120 yards (109<sup>m</sup>7) on either side of this alignment for a distance of 5½ cables offshore, and trawling is prohibited for a distance of 3 miles offshore. *See page 17.*

**Page 368.**—Line 54 : *Delete “ with ” to “ fathoms ” and substitute “ each with a depth of 13 feet (4<sup>m</sup>0) over it,”*

**Page 369.**—Line 2 : *Delete “ (3<sup>m</sup>7 ” to “ them,”*

*After line 22 insert :—*

**Prohibited anchorage.**—Anchoring and fishing are prohibited within an area, indicated by pecked lines on the plan, extending south-eastward from the north-western shore of the bay close southward of Punta Santa Maria.

Line 31 : *For “ Principe di Napoli ” read “ Banchina Vincenzo Di Fazio ”*

Line 45 : *For “ There ” read “ Outside the prohibited anchorage described above there ”*

**Page 370.**—Lines 14-16 : *Delete “ a distance ” to “ place ” and substitute “ the area, indicated by pecked lines on the plan, described on page 369 ”*

**Page 375.**—Line 2 : *Delete and substitute :—*

*Chart 3931.*

Line 14 : *Delete “ See ” to “ 1728.”*

**Page 376.**—Line 1 : *Delete and substitute :—*

*Chart 3931.*

Foot of the page : *Delete “ 1728,”*

**Page 384.**—Line 37 : *After “ coast.” insert :—*On the western coast about 8 cables southward of Punta del Fiumicello the north-western extremity of the island.

**Page 389.**—Line 7 : *For “ 1½ to 2½ fathoms (3<sup>m</sup>2 ” read “ 1½ to 2½ fathoms (2<sup>m</sup>3 ”*

*After line 29 insert :—*

A detached 2½-fathom (5<sup>m</sup>0) rocky patch lies about half a cable east-north-eastward of Punta Scarparella.

Lines 33 and 51 : *For “ pile dolphin ” read “ rock, with a depth of less than 6 feet (1<sup>m</sup>8) over it,”*

**Page 391.**—Line 3 : *Delete “ Another ” to “ 2 ” and substitute “ A shoal, with a depth of 2½ fathoms (5<sup>m</sup>0) over it lies about 1½ ”*

*Page 391 continued.*

Lines 4-5 : *Delete* “ , and ” to “ point ”

Line 8 : *Delete* and *substitute* :—

“ eastward and about  $3\frac{1}{4}$  cables south- ”

Lines 10-18 : *Delete.*

**Page 393.**—Line 34 : *For* “ 1728 ” *read* “ 1596 ”

Line 53 : *After* “ **Piers.—** ” *insert* “ **Lights.—** ”

**Page 394.**—Line 1 : *For* “ 1728 ” *read* “ 1596 ”

Line 2 : *For* “  $2\frac{3}{4}$  ” *read* “ 3 ”

Line 6 : *For* “  $2\frac{1}{4}$  ” *read* “ 2 ”

Line 11 : *For* “  $1\frac{1}{4}$  cables ” *read* “ one cable ”

Lines 16-18 : *Delete* and *substitute* :—

Two lights are exhibited from the head of each of the three piers, one on each corner.

There is a mooring buoy on the northern side of Pontile Ilva Nord and Pontile Ilva Sud.

Line 30 : *After* “ to ” *insert* “ Porto Paone, ”

**Page 395.**—Line 1 : *For* “ 1728 ” *read* “ 1596 ”

**Page 397.**—Line 37 : *After* “ **Lucia.—** ” *insert* “ **Light-buoys.—** ”

**Page 398.**—*After* line 4 *insert* :—

On the eastern side of the sunken breakwater is a mussel bed, indicated by pecked lines on the chart and marked at its north-eastern and eastern corners by a light-buoy exhibiting a *red fixed* light.

Line 19 : *For* “ *Port* ” *read* “ *Porto di* ”

*After* line 42 *insert* :—

A mole extends a short distance south-westward from a position close north-westward of Punta Scarpetta.

**Page 400.**—Line 45 : *After* “ **Light.—** ” *insert* “ **Buoy.—** ”

**Page 401.**—*After* line 4 *insert* :—

A deviation buoy is moored about 6 cables westward Pietrarsa foundry and 4 cables offshore.

*After* line 22 *insert* :—

**Mooring buoys.**—There are numerous mooring buoys in the port, the positions of which can best be seen on the chart.

Line 39 : *After* “ *d'Aosta.* ” *insert* :—A short distance north-westward of the short breakwater is a T-shaped breakwater about  $1\frac{3}{4}$  cables long which reduces the width of the eastern entrance to about  $1\frac{1}{4}$  cables.

*After* line 51 *insert* :—

A light is exhibited, at an elevation of 84 feet ( $25^m6$ ), from a red circular tower, 79 feet ( $24^m1$ ) in height, on the head of Molo San Vincenzo.

**Page 402.**—*After* line 22 *insert* :—

*Red* obstruction lights are exhibited from each of two chimneys about three-quarters of a cable northward of the above-mentioned light.

**Page 407.**—*After line 41 insert :—*

There is a mussel bed, indicated by pecked lines on the chart, on the inner side of Molo di Ponente, near the outer end.

**Page 410.**—*Lines 2-4 : Delete “ A ” to “ Ponente.”*

*Lines 30-31 : Delete “ one ” to “ 3<sup>m</sup>7 ) ” and substitute “ 3 to 5 feet (0<sup>m</sup>9 to 1<sup>m</sup>5) ”*

**Page 414.**—*Line 18 : Delete “ Port ”*

**Page 415.**—*Line 1 : Delete “ Port ”*

**Page 419.**—*Line 7 : For “ Port ” read “ Marina Grande di ”*

*Line 38 : After “ good.” insert :—A concrete pier extends south-eastward from a position near the root of the north-western mole ; it is used for berthing motor boats.*

**Page 420.**—*Line 1 : For “ Port ” read “ Marina Grande di ”*

**Page 424.**—*Line 14 : For “ Port ” read “ Porto di ”*

**Page 426.**—*Line 32 : For “ Salerno bay ” read “ Rada di Salerno ”*

*Line 33 : For “ Torre Tummolo (Tumolo) ” read “ Mooring buoy.—Torre Tummolo ”*

*Line 35 : Delete “ (Erchio) ”*

*Line 39 : Add :—There is a mooring buoy in the cove.*

*Line 42 : Delete “ (Citarà) ”*

*Line 49 : Delete “ (d'Arbore) ”*

**Page 427.**—*Line 1 : For “ Salerno bay ” read “ Rada di Salerno ”*

*After line 23 insert :—*

A mole extends about 1½ cables east-south-eastward from a position on the coast about 1¼ cables north-eastward of Torre Crestarella.

*Line 28 : Delete and substitute :—*

*Chart 1596, plans of Porto di Salerno and Rada di Salerno.*

*Line 41 : For “ Port ” read “ Porto di ”*

**Page 428.**—*Line 1 : For “ Port ” read “ Porto di ”*

*Line 13 : Delete “ Two ” to “ lie ” and substitute “ Diga Frangionde, a detached mole, lies ”*

*Line 43 : For “ 30 feet (9<sup>m</sup>1) ” read “ 39 feet (11<sup>m</sup>9) ”*

**Page 429.**—*Line 1 : For “ Port ” read “ Porto di ”*

*Lines 5-8 : Delete.*

**Page 430.**—*Line 1 : For “ Port ” read “ Porto di ”*

**Page 450.**—*Line 27 : For “ Chart ” read “ Charts 3934 and ”*

**Page 451.**—*Line 3 : For “ 2 ” read “ 2¾ ”*

*Line 4 : For “ an arm ” read “ Calata Papandrea and Calata Buccarelli, arms ”*

*Lines 5-6 : Delete “ In ” to “ completion ”*

*Lines 7, 18 and 48 : For “ di Sottoflutto ” read “ Cortese ”*

*Page 451 continued.*

Lines 10-11 : *Delete " 47 " to " situated " and substitute " 56 feet (17<sup>m</sup>1), from a white stone tower with black stripes "*

Line 12 : *For " Molo Foraneo " read " Calata Buccarelli "*

Lines 13-20 : *Delete and substitute :—*

A light-buoy, exhibiting a *red flashing light every five seconds* is moored about half a cable north-westward of the head of Molo Cortese.

Line 22 : *For " arm " read " arms "*

Line 26 : *Add :—*In 1953 there was a depth of about 30 feet (9<sup>m</sup>1) alongside Calata Papandrea at a distance off of about 30 feet (9<sup>m</sup>1).

**Page 456.**—Line 17 : *Add :—*In 1953 the mole was being extended and the light was liable to be moved as the work progressed.

Line 22 : *For " east-north-eastward " read " eastward "*

*After line 31 insert :—*

There is a mooring buoy about half a mile southward of the mouth of Torrente Torbido ; a vessel not exceeding 330 feet (100<sup>m</sup>6) in length can moor at this buoy.

**Page 467.**—Line 17 : *For " Buoy.— " read " Harbour works.— Light-buoy.— "*

Lines 30-31 : *Delete and substitute :—*

In 1953 the mole was being extended, the seaward end of the works being marked by a light-buoy exhibiting a *green occulting light every two seconds*.

Lights are exhibited on either side of the entrance to the ferry basin.

Line 51 : *Add :—*There is a mooring buoy in the northern part of the anchorage.

**Page 474.**—Line 46 : *For " 210 feet (64<sup>m</sup>0) " read " 268 feet (81<sup>m</sup>4) "*

**Page 483.**—Line 27 : *Delete.*

**Page 484.**—Line 1 : *Delete and substitute :—*

*Chart 3936.*

Line 2 : *For " 135° " read " 133° "*

Line 51 : *Delete.*

**Page 485.**—Lines 5 and 40 : *Delete.*

Line 17 : *For " 225° " read " 227° "*

**Page 486.**—Lines 1 and 36 : *Delete and substitute :—*  
*Chart 3936.*

*After line 39 insert :—*

A rock, with a depth of less than 6 feet (1<sup>m</sup>8) over it, lies about 3½ miles west-north-westward of Capo Colonne lighthouse and 2 cables offshore.

Line 40 : *For " 1951 " read " 1952 "*

Line 44 : *Add :—*Vessels are advised not to anchor in depths of less than 6 fathoms (11<sup>m</sup>0).

**Page 487.**—Line 9 : *For " compulsory. There are " read " compulsory for vessels exceeding 300 tons. There are three "*

Line 53 : *For " Buoy.— " read " Mooring buoys.— "*

**Page 488.**—Line 6 : *Delete* and *substitute* :—

“ In 1952 there was a depth of about 5 fathoms (9<sup>m</sup>1) in the fairway of the entrance ”

Lines 15-19 : *Delete* and *substitute* :—

“ Vessels with a length not exceeding 460 feet (140<sup>m</sup>2) and a maximum draught of 28 feet (8<sup>m</sup>5) can use the port.

Vessels can secure alongside Molo Giunti and the middle part of the eastern mole.

The quay at the head of the ”

Lines 21-24 : *Delete* “ a ” to “ mole ” and *substitute* “ two mooring buoys, for warping or as stern moorings, are moored at the head of the harbour ”

**Page 490.**—Lines 30-32 : *Delete* “ ; a disused ” to “ point ”

**Page 494.**—Lines 36-37 : *Delete* “ ; a target ” to “ castle ”

**Page 496.**—Line 42 : *For* “ 49 feet (14<sup>m</sup>9) ” *read* “ 29 feet (8<sup>m</sup>8) ”

**Page 503.**—Line 27 : *Delete* “ two ” to “ lights ” and *substitute* “ a green fixed light ”

**Page 504.**—Line 9 : *For* “ July, 1951 ” *read* “ December, 1953 ”

Line 10 : *For* “ 1500 to 1530 ” *read* “ 1410 to 1440 ”

Line 11 : *For* “ 0000 ” *read* “ 0020 ”

Line 12 : *Delete* and *substitute* :—

“ 1900 to 1930 and from 2120 to 2220.”

**Page 511.**—Line 21 : *For* “ similar hut ” *read* “ masonry beacon painted in black and white chequers, 26 feet (7<sup>m</sup>9) in height,”

## NEW AND ALTERED NAMES

The following list gives new names and alterations in old names which will be adopted in all Hydrographic publications affected as opportunity occurs :—

New name	Page of Pilot	Obsolete name
Miramar      ....      ....      ....	122	—





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